

CENTRAL INTELLIGENCE AGENCY
INFORMATION REPORT

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(D), (E), (F) & (G)

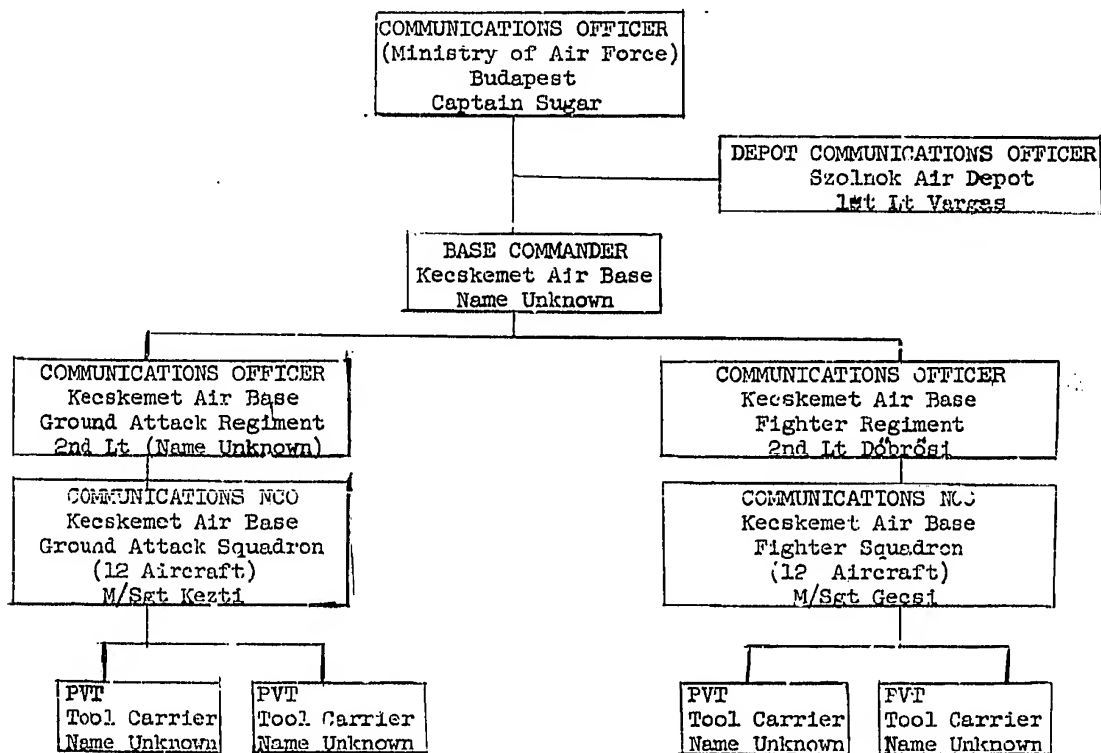
SUPPLEMENT TO
REPORT NO.

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1. [REDACTED] the communications system of the Air Force Training Division at Kecskemet Air Base was organized as follows:



2. [redacted] the functions of the communications personnel particularly at Kecskemet, are summarized in the following chart:

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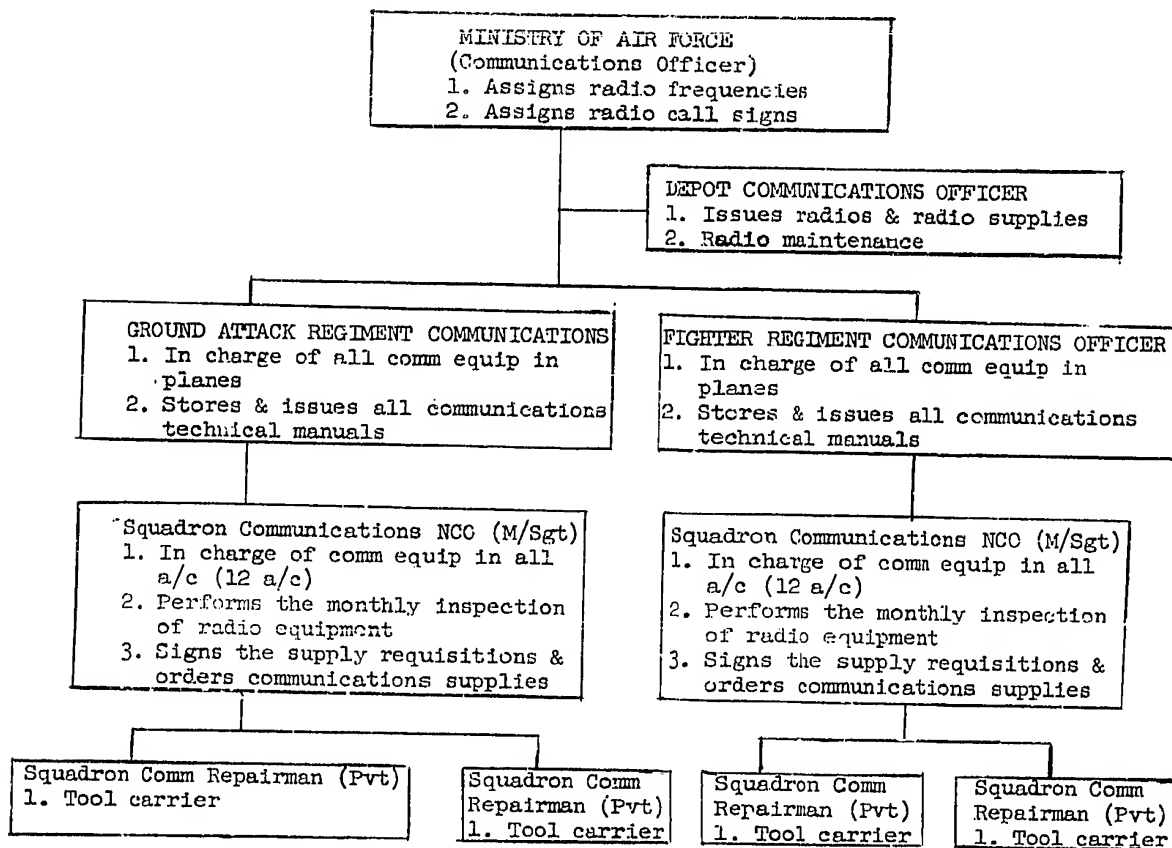
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3. Kecskemet Air Base was authorized four Master Sergeants who were the key persons concerned with squadron communications maintenance. [redacted]

[redacted] They were primarily concerned with first echelon maintenance of radio equipment, which was performed in a separate building located on the airbase. Maintenance consisted of the replacement of radio tubes only. Radios were removed from the aircraft and inspected once a month. This inspection was performed by the M/Sgts. After the sets were returned to the aircraft, the equipment was resealed. There was only one tool on the airbase to perform this job. Wax seals were also placed on the heads of the screws which secured the radio compass in its case. Technical manuals on communication equipment were classified secret. They were checked out by the Regimental Communications Officer during normal working hours, and returned each night. The communications technicians received their training at Budaors Air Field in Budapest, where armament, engine repair and communications were taught. The radio course lasted 12 months and new students were required to have some radio background. [redacted] that there were any Soviet students or instructors at the school.

4. All communications supplies were ordered by the MSgts. Requisitions for radio tubes were filled out and signed by the non-commissioned officer only. When maintenance other than tube replacement was required, radio sets were returned to the USSR via the Szolnok Air Depot.
5. Aircraft in the control zone of Kecskemet Air Base was directed by a radio truck (called Rafkave) which was parked at the head of the active runway during flying hours. The radio equipment could be operated either from within the truck or from outside. There were two identical radio trucks on each air field, one being kept as a reserve. In addition to the radio trucks at Kecskemet, there was a permanent radio installation "BRSZBF." This installation was made during World War II and has not been used since 1945. It was rehabilitated in January 1951, and was under constant guard, although it was not operating. Call signs, as well as operating frequencies, were changed every day. The assigned frequencies for Kecskemet were always between 3.75mc/s and 4mc/s. Although call signs were given to the pilots at morning briefings, they were never given the operating frequencies as these were set up by the M/Sgt communications technician.

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6. Aircraft communications for the YAK-9, 9-B, 11 and 11-10 are as follows:

YAK-9 A-ERESZI-6 (Tx)	YAK-9B A-ERESZI-6 (Tx) Lamp on front of Tx rather than ant meter	YAK-11 A-ERESZI-6	11-10 A-ERESZI-6 Lamp instead of meter
V-ERESZI-6K Compass Receiver (Nomenclature unk) "old Loop" E SCS-3 (IFF)	V-ERESZI-6K	V-ERESZI-6K Compass Rx "New Loop"	V-ERESZI-6K "New Loop" E SCS-3 (IFF)

The radio compass installed in the YAK-11 which we flew, is used only for determining the position of the aircraft during normal flight. It is impossible to use a compass receiver for a low altitude approach, inasmuch as the barometric altimeter is very inaccurate. It was not uncommon for us to set the altimeter to the field elevation of 175 meters (Kecskemet Air Base), take off, fly locally for two hours and upon landing find that the altimeter would read 450 meters. We have never heard of the compass receiver being used in conjunction with Hungarian commercial stations. The operation of the compass receiver is as follows:

- With the RPK-RO switch on the RO position and the needle to the left, the station is in front of the aircraft.
- With the switch on RO and the needle deflected to the right, the station is to the rear of the aircraft.
- When the switch is on RPK and the needle is deflected to the left, the station is to the left.
- When the switch is on RPK and the needle is deflected to the right, the station is to the right.

Example: Both of the aircraft painted on the front of the "L-R" meter, point to the right. The needle signifies the location of the radio station relative to the aircraft when the switch is on "RO."



7. A radio teletype communications net connected all airfields, infantry bases and artillery bases in Hungary. This net operated 24 hours a day, and was used to assign daily operating frequencies and number type call signs. It also served as an alert system. The "main teletype" station for the air bases was located in the office of the Air Ministry. To the best of our recollection, the teletype stations were located in the following places:

Honvedelmi Minisztérium (Budapest)	Budaors Air Base (Budapest)
Matyasfold Air Base (Budapest)	Tokol (Budapest)
Ferihegy (Budapest)	Kecskemet (located in the same town)
Fehervar Air Base (town of Szekesfehervar)	Veszprem (City)
Szolnok (City)	Papa (City)
Tapolca (City)	Bekescsaba (City)
Borgond (City)	Debrecen (City)

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[redacted] the type of equipment that was used in the net, inasmuch as the teletype room was a restricted area and no unauthorized people were allowed to enter. [redacted] that all antenna installations were the same.

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For clarity, [redacted] various radio installations.

ENCLOSURES: (A) Ground to Air Radio Truck (D) IFF Antenna Installation YAK-9
(B) Same (E) IFF Set
(C) Fixed Transmitter Site (F) Location of Radio Equip, YAK-9
(G) Teletype Antenna

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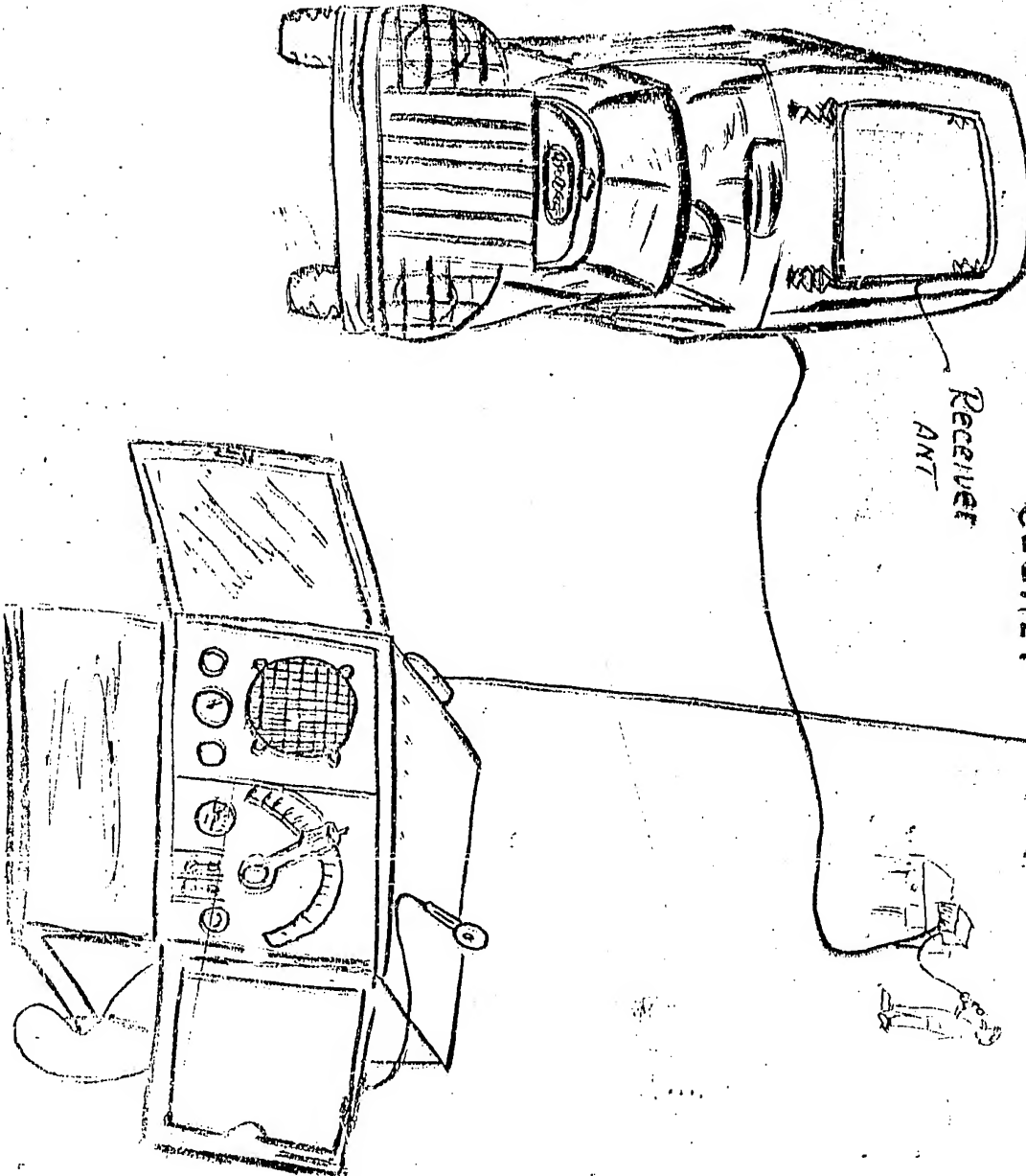
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ENCLOSURE (A)

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Ground To Air Radio Tracer



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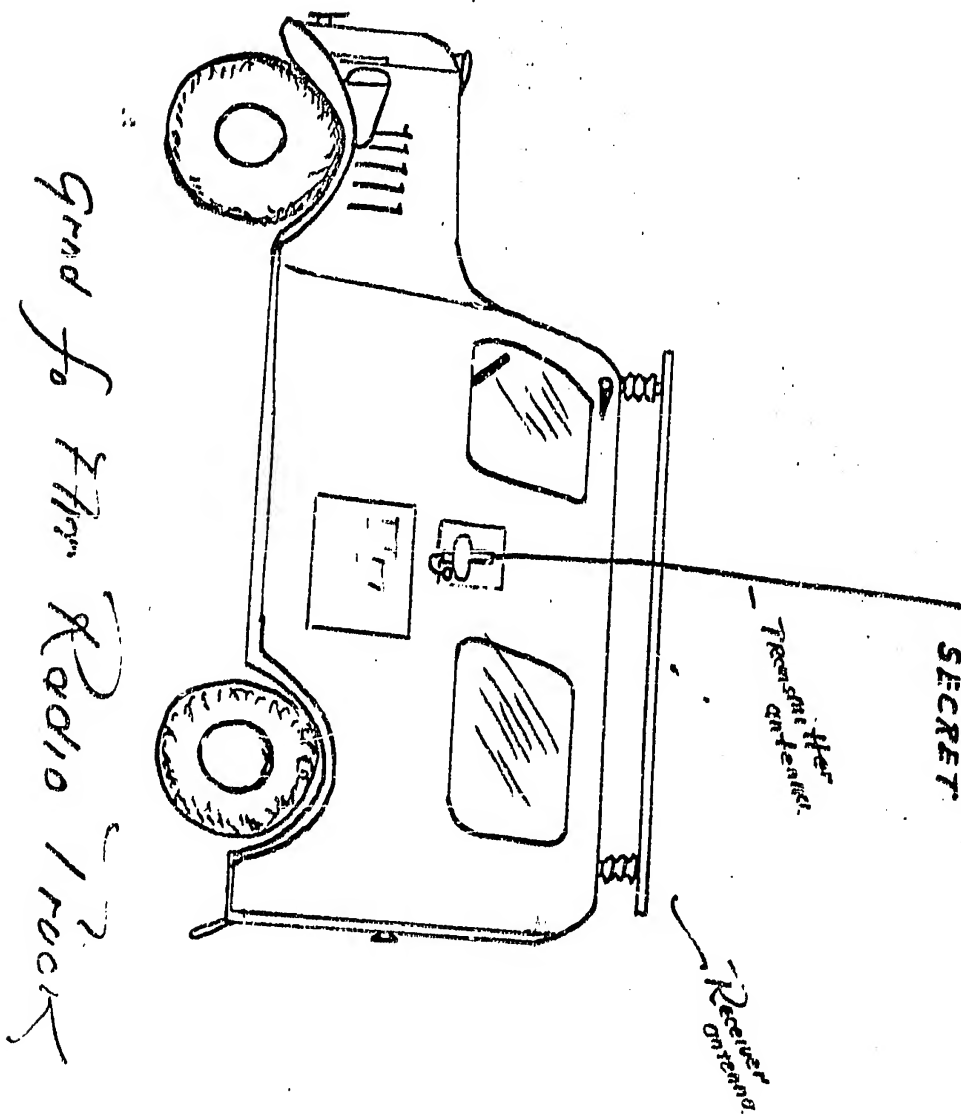
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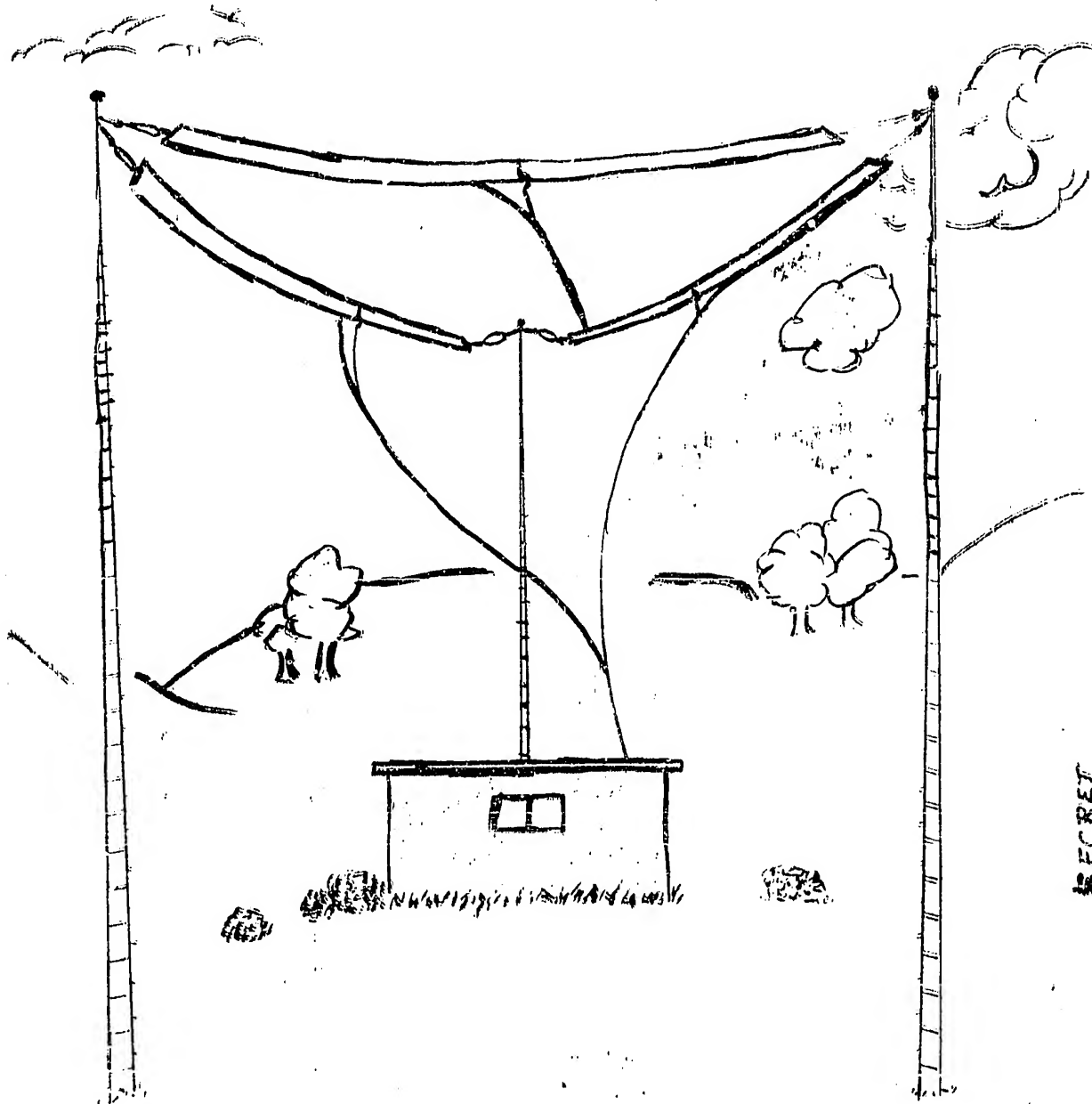
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Fixed Transmitter Site

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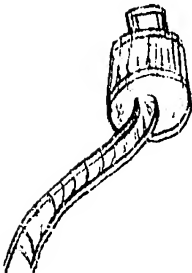
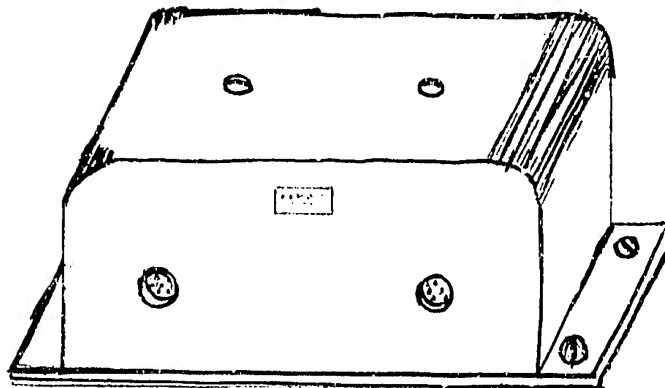
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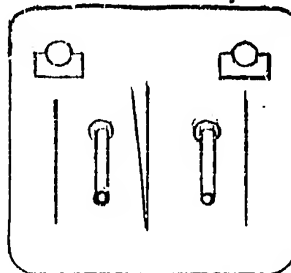
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IFF SET



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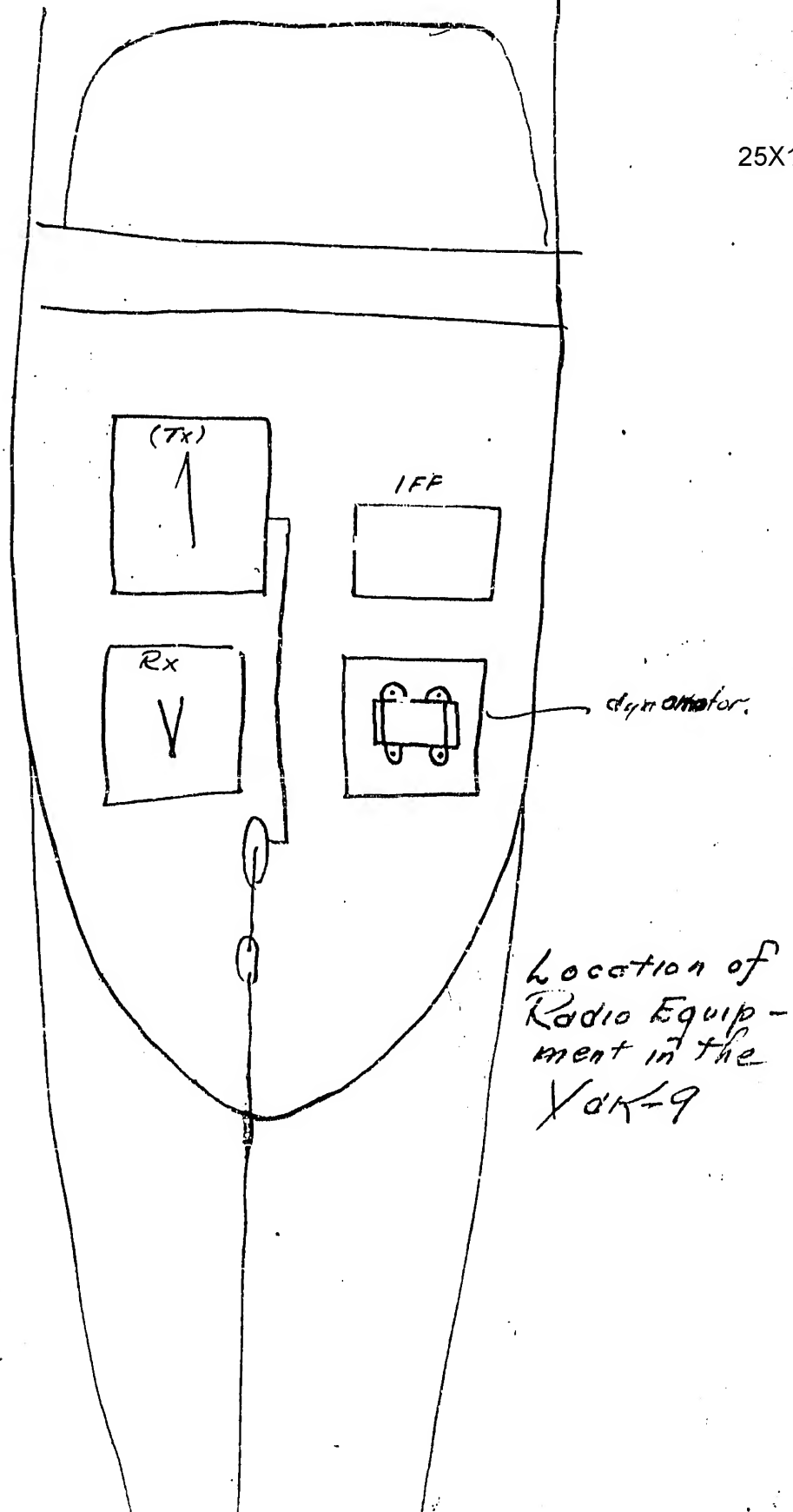
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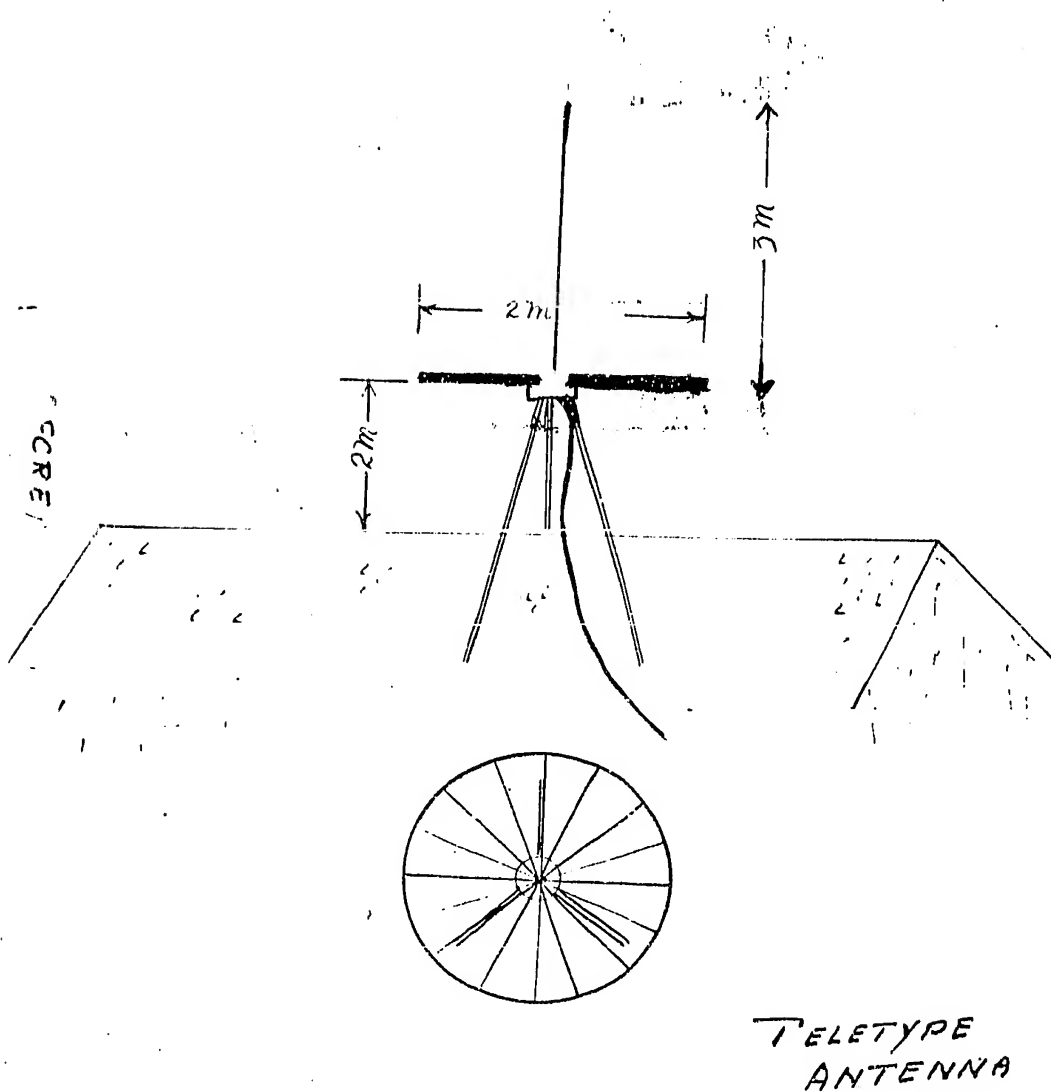
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ENCLOSURE (G)

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